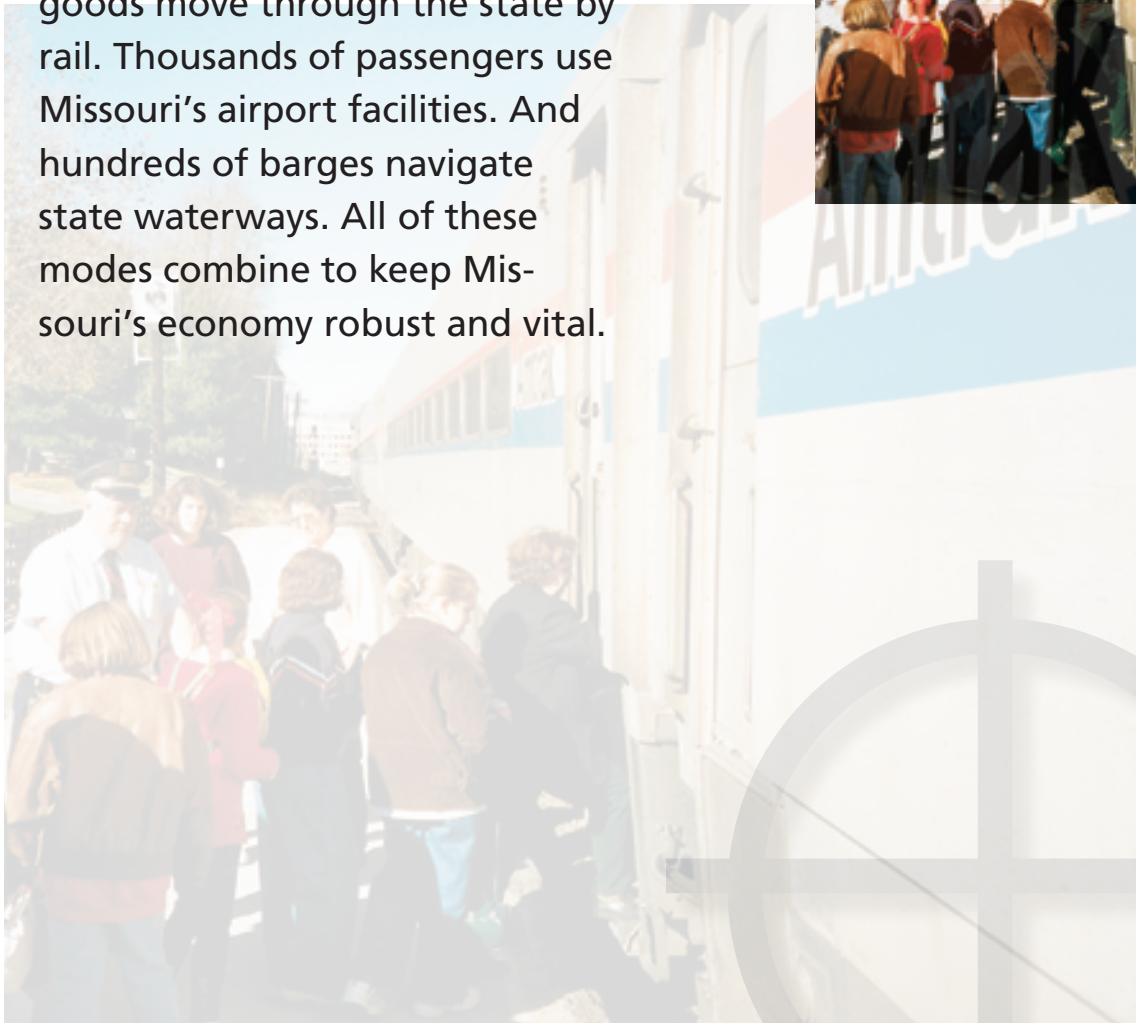


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# Easily Accessible Modal Choices

*Tangible Result Driver – Brian Weiler,  
Multimodal Operations Director*

MoDOT has an active role in all modes of transportation, including rail, air, water, and transit. Transportation is more than highways and bridges. Every day millions of tons of goods move through the state by rail. Thousands of passengers use Missouri's airport facilities. And hundreds of barges navigate state waterways. All of these modes combine to keep Missouri's economy robust and vital.



## Easily Accessible Modal Choices

### *Number of airline passengers*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

This measure tracks the number of passengers boarding airplanes at Missouri's commercial airports. It helps determine the viability of Missouri's commercial airline industry. This number is also used by the Federal Aviation Administration (FAA) to help determine airports' capital improvement funding levels.

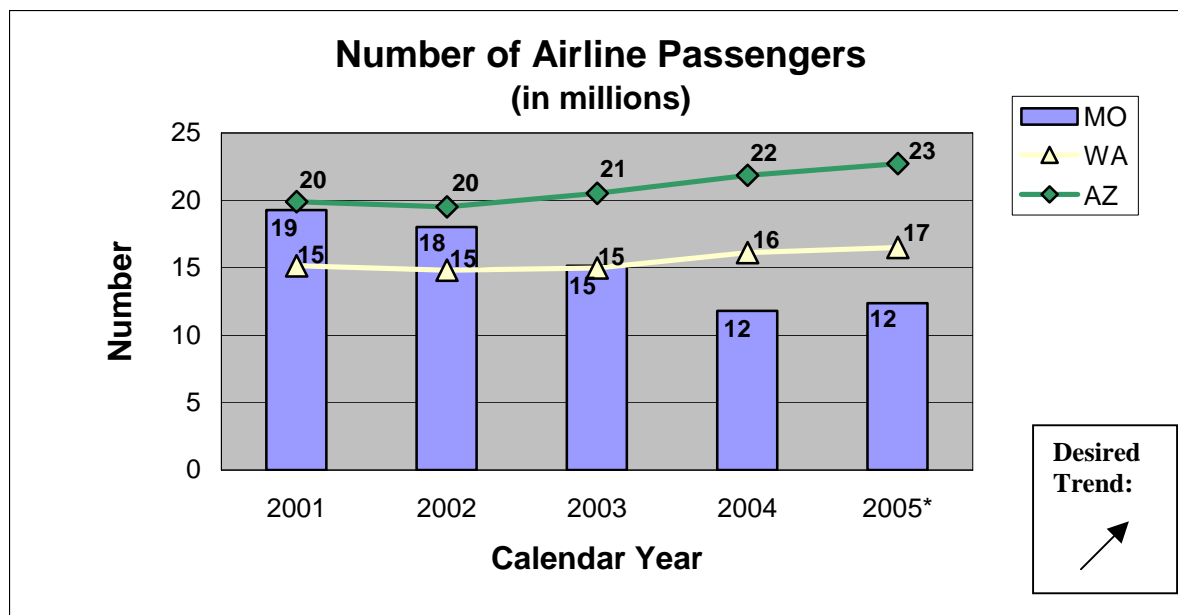
**Measurement and Data Collection:**

The data is collected annually from FAA. Comparison data has been collected from the same source for the states of Arizona and Washington. These two states were selected based on similar populations in 2004. The annual passenger boardings' data provided by the FAA is normally published in October for the preceding year. Airline passengers are defined as passengers boarding airplanes.

**Improvement Status:**

Data is tracked on an annual basis. The significant decrease in flights by American Airlines at St. Louis Lambert International Airport (approximate reduction of 200 flights per day in November 2003) and the effects of 9/11, in part, have contributed to the decrease in airline passengers over the last four years. It appears, based on the sample data collected below, that airline passenger boardings are beginning to recover from the effects of 9/11. The reduction in flights by American at Lambert Airport continues to negatively impact growth in passenger boardings in St. Louis and in Missouri as a whole. Also, increases in airline operational costs and airline bankruptcy filings pose challenges to communities seeking enhanced air carrier service. Airline passenger information for 2005 is preliminary information from the FAA.

MoDOT is participating with the FAA, Illinois Department of Transportation and East-West Gateway Council of Governments in a St. Louis Area System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of the assets.



\*Preliminary information from the FAA.

## Easily Accessible Modal Choices

### *Number of rail passengers*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Rod Massman, Administrator of Railroads

**Purpose of the Measure:**

This measure tracks the number of people using the Amtrak train service in Missouri. This includes those taking a train trip in Missouri at any point within the state, which counts those riding on the state-supported passenger rail trains between Kansas City and St. Louis; the national trains that run through the state; and the St. Louis to Chicago trains, which are partly supported by the state of Illinois.

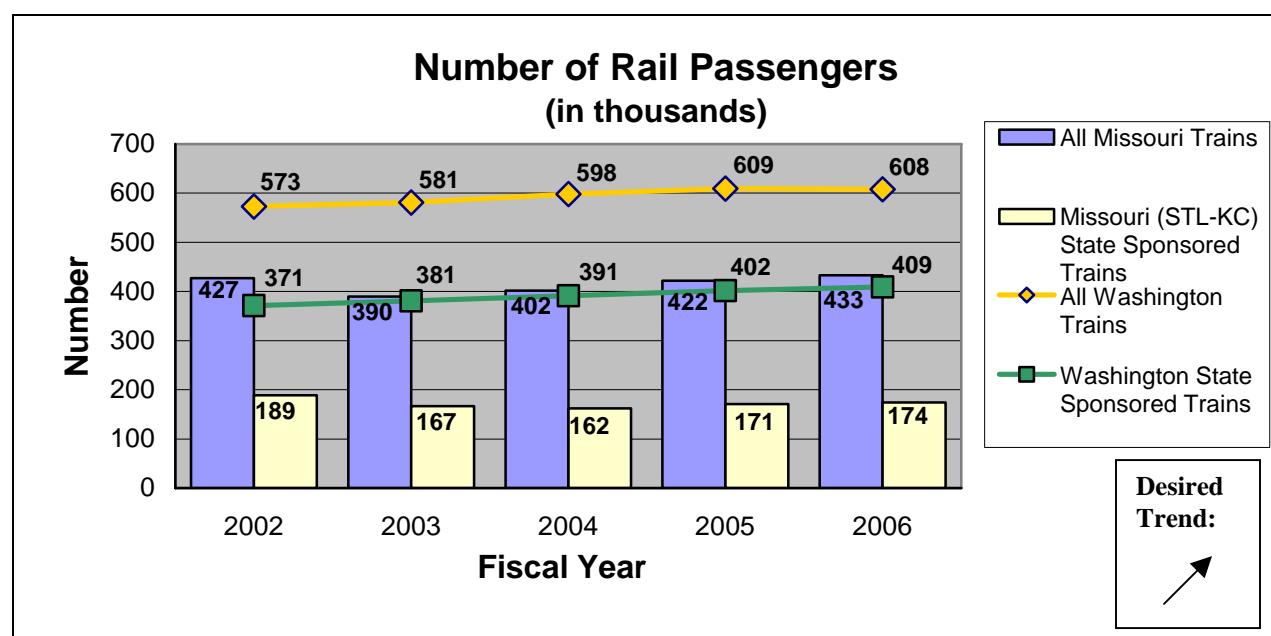
For comparison purposes, the state of Washington's train data is shown based on the state's similar size, population and the fact that Washington has both national- and state-supported trains. Its "Cascades" train service is a model for the nation because the state invests millions of dollars in both infrastructure and operations every year.

**Measurement and Data Collection:**

Amtrak provides the number of passengers per train in Missouri on a monthly basis. MoDOT's Multimodal Operations Division Railroad Section then tabulates these numbers.

**Improvement Status:**

State fiscal year 2006 is the second year in a row that total ridership numbers on the St. Louis-to-Kansas City route went up. State fiscal year 2006 shows an increase of about 2 percent over the previous year. The rising price of gas and increased congestion may explain the increase from an external viewpoint. Internally, stepped-up publicity efforts by MoDOT including new roadside signs, news releases, a wide-ranging distribution of train schedules, a focus on college students and a variety of other new publicity efforts, including combining appearances at rail safety fairs with Amtrak information and ticket giveaways, may account for some increases. Challenges include a major track work program undertaken by Union Pacific that began in April 2006 and will end in October 2006 on the STL-KC route that has affected on-time performance. The use of buses instead of trains in certain situations has also affected ridership. However, the June 2006 announcement of MoDOT exploring the expansion of Amtrak service to Springfield has increased the public discussion of Amtrak, and hopefully it will bring more awareness and increased ridership to all Amtrak trains in Missouri.



## Easily Accessible Modal Choices

### *Number of transit passengers*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

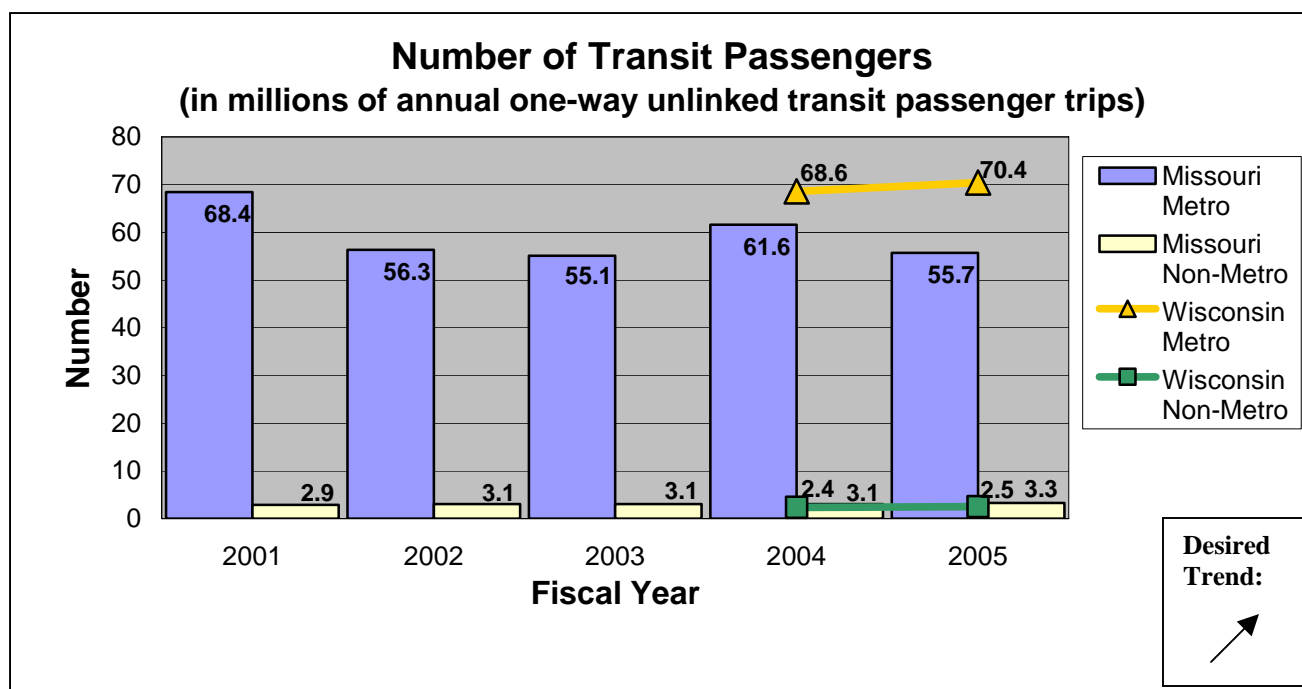
This measure gauges the use of public transit mobility services in Missouri. It also provides a historical perspective and trend of public transit service use in Missouri.

**Measurement and Data Collection:**

The total number of transit passengers is measured by the annual total of one-way unlinked transit trips taken by passengers on public transit vehicles. Data is obtained from urban and rural providers of general public transit services. The 2004-2005 measures are benchmarked to Wisconsin, which has a comparable total statewide population.

**Improvement Status:**

Metro (urban) transit service cutbacks in 2002-2003, driven by declining local transit sales tax revenues and reduced state general fund transit appropriations, resulted in lower transit use statewide. Metro ridership statewide in 2005 declined by 4.3 million trips compared to 2004 due to fewer transit trips taken by riders in St. Louis and St. Joseph. Non-metro (rural) ridership has increased by 13 percent during the five-year reporting period from 2.9 million trips in 2001 to 3.3 million trips in 2005. Missouri compared favorably to Wisconsin rural transit ridership in 2004 and 2005. Wisconsin's transit ridership statewide increased in 2005, largely due to greater transit usage in Milwaukee. For the FY 2007 state budget, MoDOT proposed an \$8 million state transit funding increase to fund more services that would attract more transit riders. The Missouri Legislature for 2007 appropriated an additional \$250,000 for non-metro transit as well as an additional \$250,000 to Springfield to partially offset a decrease of federal transit operating assistance. MoDOT continues to work with transit providers to develop and implement the Missouri Rural Transit Marketing Campaign with ads running in local media.



## Easily Accessible Modal Choices

### *Number of passengers and vehicles transported by ferryboat*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Sherrie Martin, Waterways Program Manager

**Purpose of the Measure:**

This measure tracks the statistics regarding use of ferryboat services.

**Measurement and Data Collection:**

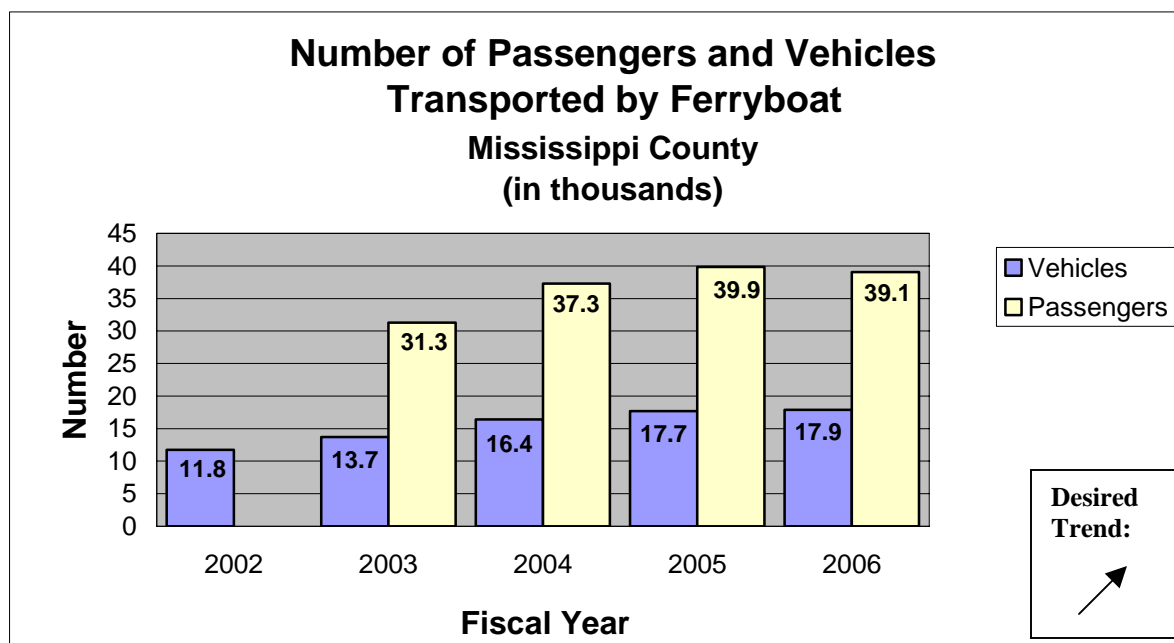
Missouri's two ferry services submit a monthly report that includes the information shown in the graph below, the cost for providing the service and for any service disruption.

**Improvement Status:**

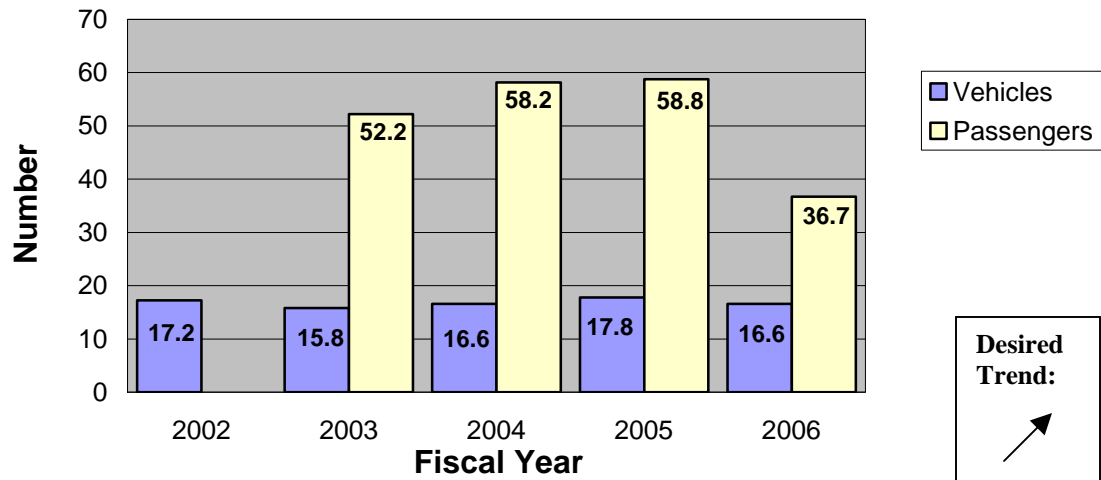
During state fiscal year 2006, traffic on the Mississippi County ferry has increased the number of vehicles by 196 and decreased passengers by 792 while operating 35 additional days. The port will be providing new brochures with updated operating schedules and fares.

The New Bourbon Regional ferry service has experienced a 1,172 decrease in vehicle traffic and a decrease of 22,067 passengers while operating three additional days than in the previous year.

Both services are challenged by higher fuel costs and as a result have increased fares.



**Number of Passengers and Vehicles  
Transported by Ferryboat  
New Bourbon Regional  
(in thousands)**



## Easily Accessible Modal Choices

### *Number of days the Missouri River is navigable*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Sherrie Martin, Waterways Program Manager

**Purpose of the Measure:**

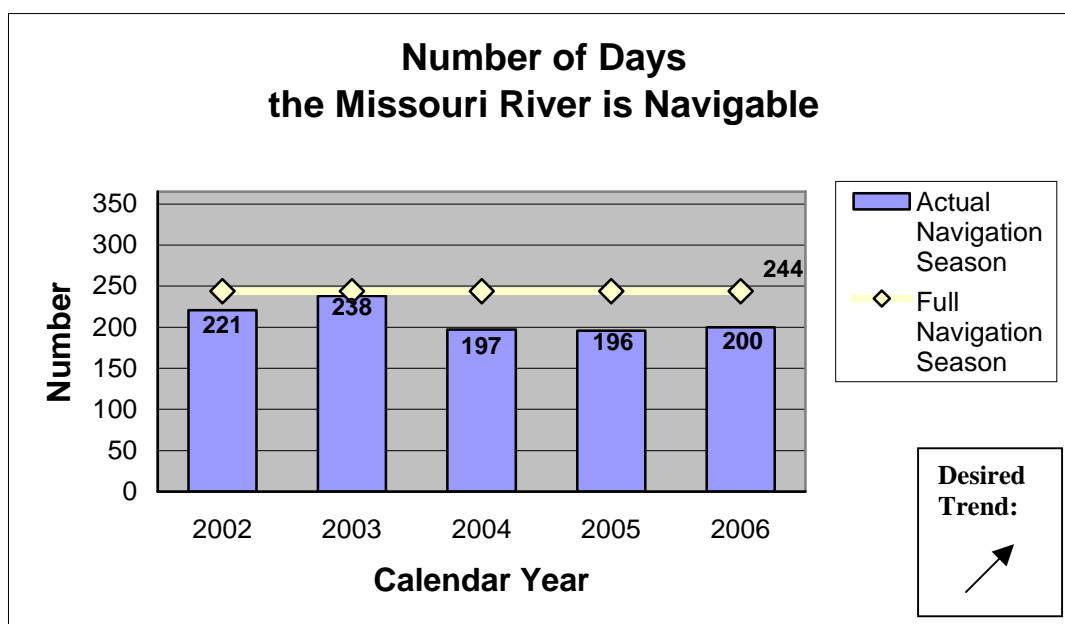
This measure provides historical data regarding the use of the inland waterways navigation system. The Mississippi River typically is open to navigation year round with interruptions to navigation only for extreme high/low water events and winter conditions on the Upper Mississippi. The Missouri River has a controlled navigation season.

**Measurement and Data Collection:**

The U.S. Army Corps of Engineers publishes an Annual Operating Plan for the Missouri River and bases the end of navigation season on pool storage levels as of July 1 each year.

**Improvement Status:**

The U.S. Army Corps of Engineers issued the 2006 navigation season Annual Operating Plan. The 2006 navigation season began April 1 and will maintain the flows and trigger dates as outlined in the Master Water Control Manual. Releases will support minimum navigation through the season, and the storage level as of July 1 dictated a 44-day shortening of the navigation season. Full navigation season would end December 1, 2006.



## Easily Accessible Modal Choices

### *Number of business-capable airports*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

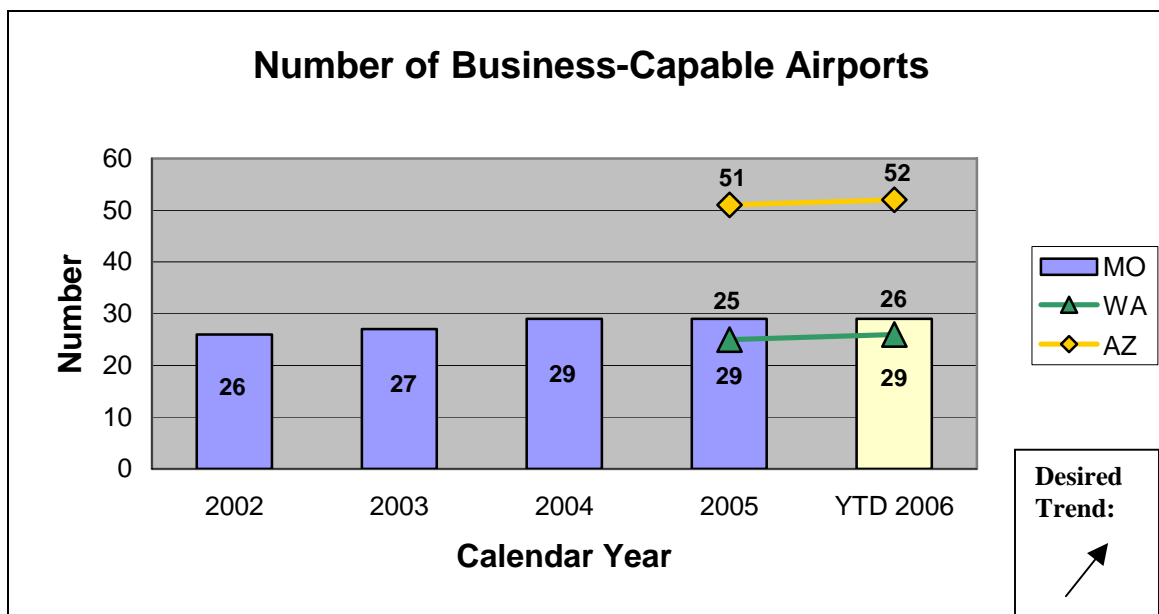
This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community's economic viability for business retention and development.

**Measurement and Data Collection:**

The graph shows the number of business-capable airports. A business-capable airport is defined as accommodating business- or corporate-type aircraft with a runway length of 5,000 feet or more. Since 2002, three additional airports in Missouri have either extended or constructed runways of 5,000 feet or greater. This increase allows additional communities and an increased population greater exposure to business-capable airports. Comparison data for 2005 and 2006 is being collected from the states of Washington and Arizona. These states have similar population totals as Missouri. Washington is similar in geographic area with Arizona being approximately 65 percent larger than Missouri. Monitoring airports' development and Federal Aviation Administration records is how data is collected on an annual basis.

**Improvement Status:**

The State Airport System Plan Update and the annual development of MoDOT's Statewide Transportation Improvement Program identify airports that meet the demand criteria and would support the development of a 5,000-foot runway. The State Aviation Trust Fund, which is used for maintenance and capital improvement projects at airports, increased from approximately \$3 million in calendar year 2004 to \$6 million in calendar year 2005. An airport survey and information campaign conducted by MoDOT, and the Missouri Department of Revenue's review of the trust fund, led to obtaining these additional funds.





## Easily Accessible Modal Choices

### *Number of daily scheduled airline flights*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

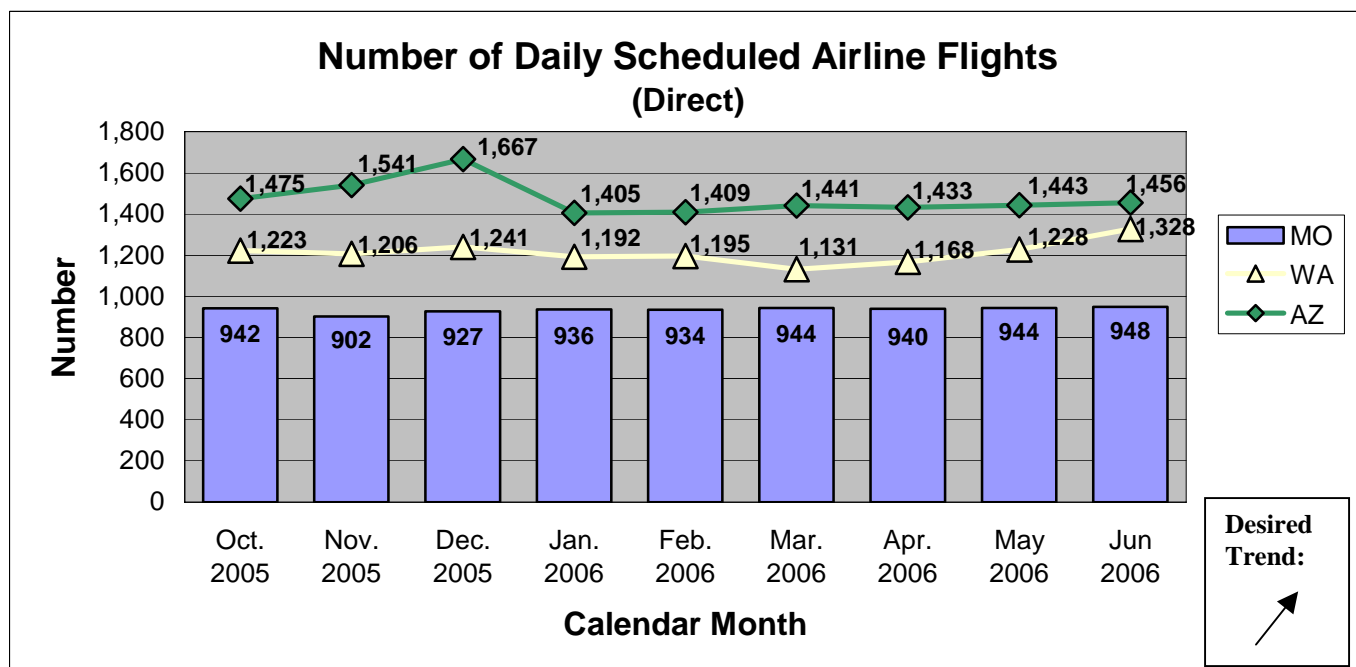
This measure tracks the number of airline flights. The data assists in determining options available to the traveling public. It provides an indication of the airline industry's economic stability in Missouri.

**Measurement and Data Collection:**

A direct scheduled airline flight is a take-off by a scheduled commercial air carrier. A direct flight has the same flight number and is flying to one or more destinations. Data is being collected from seven airports in the state that presently accommodate scheduled airline flights. These airports are: St. Louis Lambert International, Kansas City International, Springfield-Branson, Joplin, Columbia, Waynesville and Cape Girardeau. Comparison data has been collected for the commercial airports in Arizona and Washington. These two states were selected based on similar populations in 2004. The data is collected from the Official Airline Guide.

**Improvement Status:**

The flights are tracked on a monthly basis with a daily snapshot collected for each month. In Missouri, the number of flights has remained relatively consistent from October 2005 to June 2006. MoDOT is participating with the Federal Aviation Administration, Illinois Department of Transportation and East-West Gateway Council of Governments in a St. Louis Area Aviation System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of the assets.



## Easily Accessible Modal Choices

### *Average number of days per week rural transit service is available*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

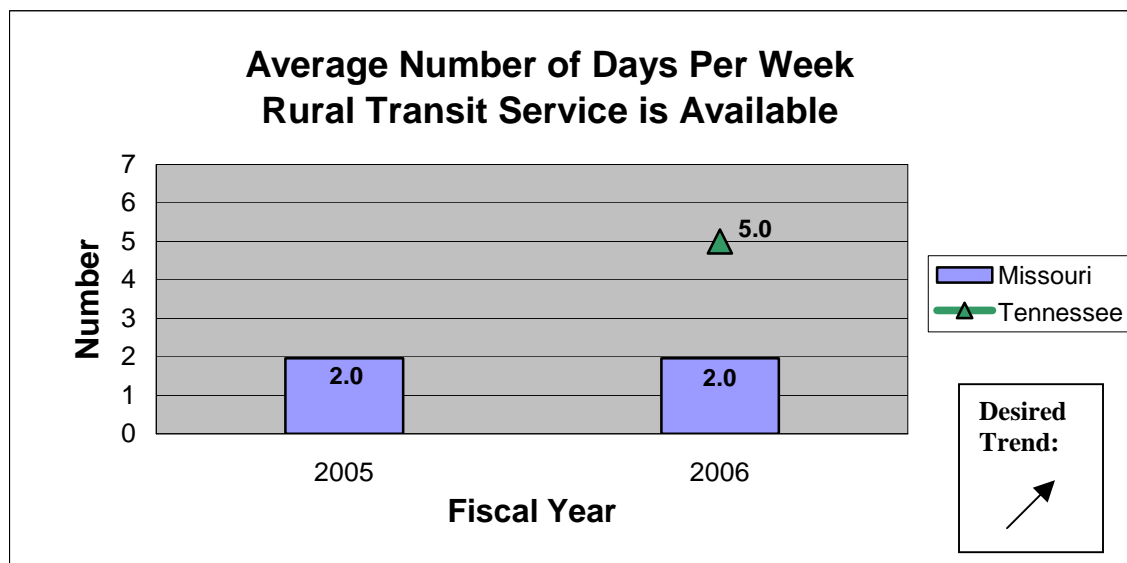
This measure identifies the average existing public transit service in rural Missouri by indicating the availability of rural mobility services for employment, medical appointments and necessary shopping.

**Measurement and Data Collection:**

Reviewing published transit service schedules for each rural Missouri county and averaging those daily frequencies within a week's schedule for available countywide transit service calculates the statewide average number of days per week that rural transit service is available. Rural transit agencies operate on an annual budget and customarily make transit service changes with the start of a new budget year. The measure is benchmarked to Tennessee, which has a comparable statewide population and some amount of transit service in every rural county as does Missouri.

**Improvement Status:**

Rural transit service at a statewide average of two days per week is not sufficient for its riders to support full-time employment. The outlook for 2007 suggests an opportunity for growth in rural transit service based on a 67 percent increase of federal rural transit funds authorized to Missouri through SAFETEA-LU, which is the federal transportation funding legislation. For 2006, Tennessee deployed more rural transit service with five-day-a-week service, contingent of available seating. Tennessee directs more state funding to rural public transportation (\$7,000,000 vs. \$800,000 in Missouri). Tennessee's transit providers also use pure demand-response dispatching compared to designated daily routes as used by OATS and other Missouri providers. However in 2004, Missouri's rural transit providers together delivered 3.2 million trips compared to 1.4 million rural transit trips provided in Tennessee. MoDOT recently worked with local transit systems to produce a speaker's video to help transit managers make a persuasive case for more local funding in order to enhance rural transit service. MoDOT is also procuring rural transit intelligent transportation system design services to help bring technology improvements to rural public transit in order to obtain increased service through scheduling efficiencies.



## Easily Accessible Modal Choices

### *Number of active transit vehicles*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

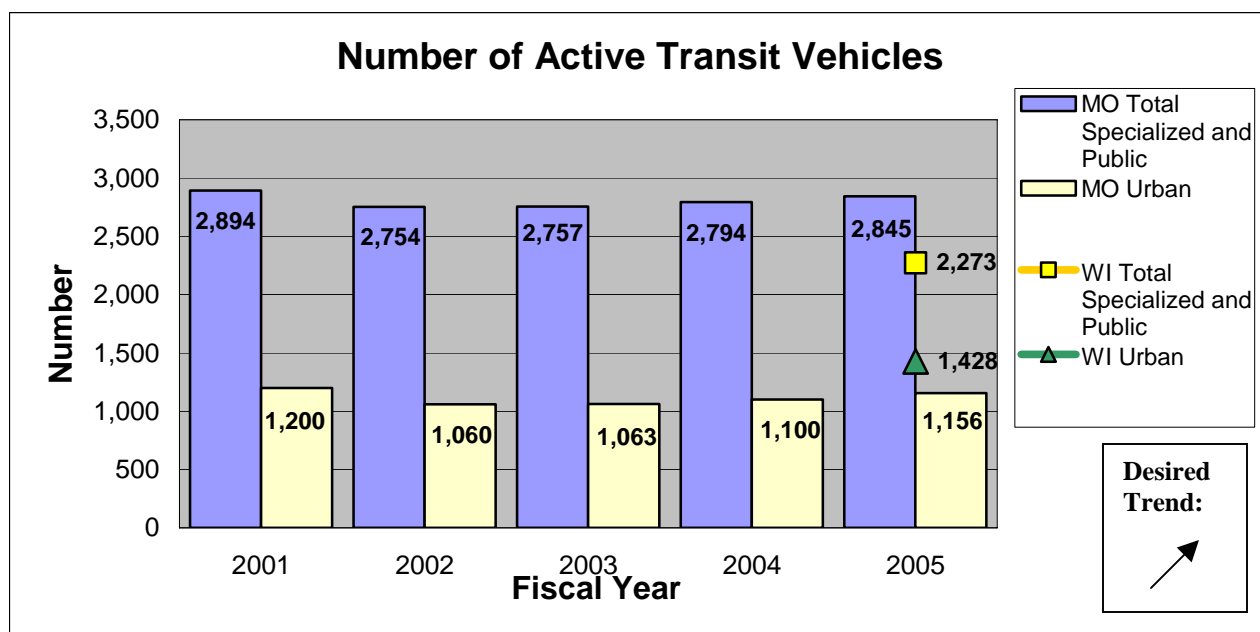
This measure tracks the number of active transit vehicles in passenger service. This data indicates the collective potential capacity for Missouri's transit agencies to deliver mobility services.

**Measurement and Data Collection:**

The data represents the number of transit vehicles dedicated to urban and rural public transit services as well as those federally funded vehicles used by specialized transit providers. Data previously reported in earlier Tracker editions was for urban transit vehicles only. The 2005 measure is benchmarked to Wisconsin, which has a comparable total statewide population.

**Improvement Status:**

Reduced local transit sales tax revenues in St. Louis and Kansas City in 2002, along with reduced state transit funding in 2003 (July 2002), led to reductions of transit services and the number of active transit vehicles. Transit service and fleet size have slowly rebounded since that time. Missouri has more total combined public transit and specialized transit vehicles in service than Wisconsin. Wisconsin has more urban transit vehicles in service than does Missouri; however, Wisconsin has 13 urbanized metro areas each over 50,000 population compared to Missouri's seven urbanized metro areas. MoDOT serves as the lead procurement agency for rural and specialized transit vehicles providing a menu of over 125 combined floor plans, wheelchair lifts and engines from which transit agencies can select. This consolidated procurement lowers costs through volume pricing which helps purchase more vehicles with available funding. Over 150 model year 2006 vehicles have been ordered, though not all are delivered.



## Easily Accessible Modal Choices

### *Number of intercity bus stops*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

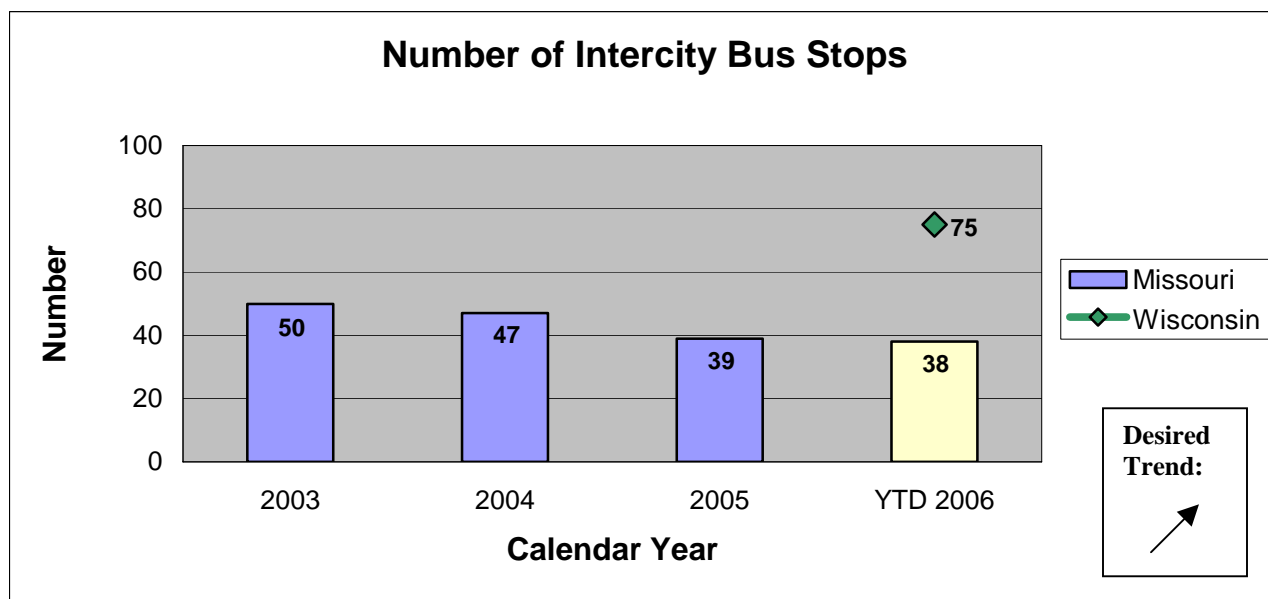
This measure tracks the number of intercity bus stops. Intercity bus stops represent access points to intercity bus services provided by Greyhound, Jefferson Lines and Trailways. More stops among Missouri's 114 counties means greater access. Fewer stops create a barrier by necessitating greater traveling distances in order to board an intercity bus.

**Measurement and Data Collection:**

Data on the number and location of intercity bus stops is obtained annually from the national and regional intercity bus carriers. The year-to-date 2006 measure is benchmarked to Wisconsin, which has a comparable total statewide population.

**Improvement Status:**

The number of Missouri's intercity bus stops declined in 2005 and in 2006 due to the changes in Greyhound service. MoDOT analyzed counts and surveys from coach riders to better determine the needs for intercity bus service in Missouri. MoDOT is working with Jefferson Lines to procure two buses to operate more service in Missouri. Jefferson Lines in May 2006 added a route with five stops to serve the abandoned Greyhound routes on the Missouri 13/U.S. 65 corridor to restore intercity bus service to Clinton, Osceola, Humansville, Bolivar and Branson.



## Easily Accessible Modal Choices

### *Percent of customers satisfied with transportation options*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Matt Cowell, Railroad Operations Manager

**Purpose of the Measure:**

This measure provides information about the public's perception of MoDOT's performance in providing transportation options.

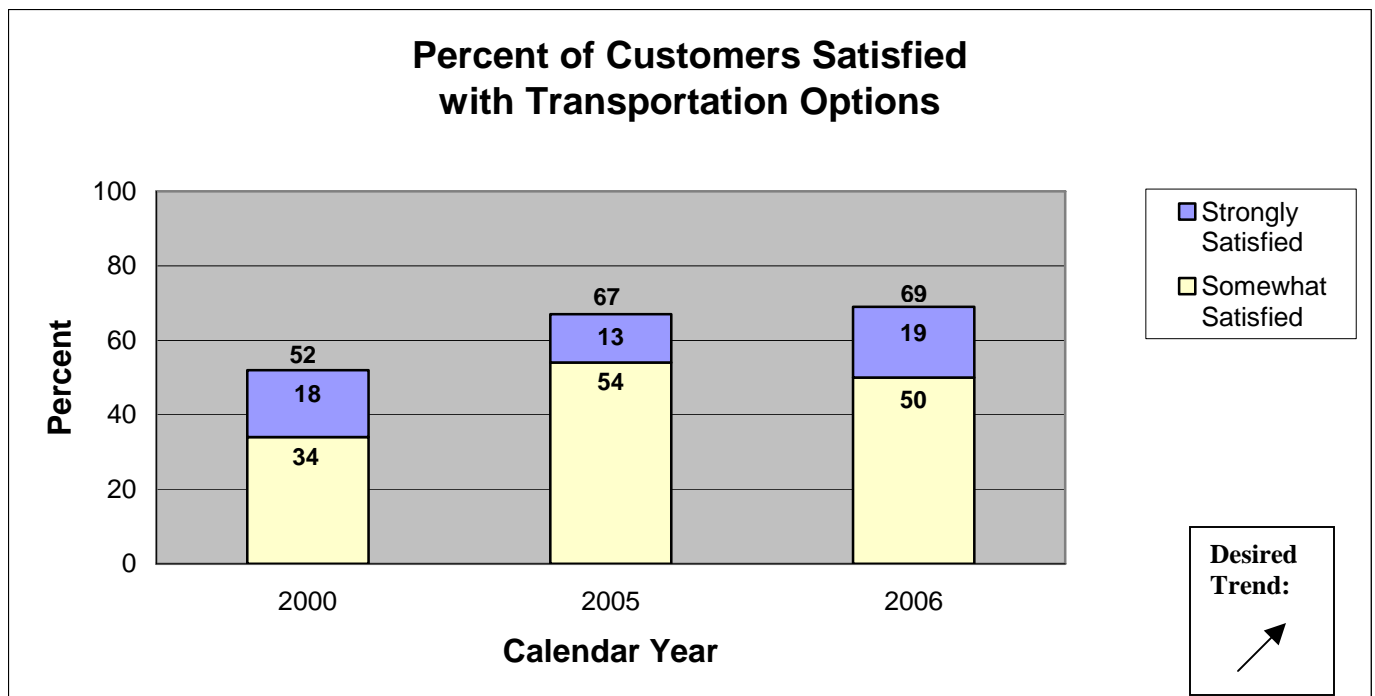
**Measurement and Data Collection:**

Data was collected through an annual statewide customer satisfaction telephone survey. The survey included interviews with 3,500 Missouri adults with an overall margin of error of +/- 3.0 percent.

**Improvement Status:**

For the 2006 survey, over 69 percent of the survey participants sampled stated they are strongly satisfied or somewhat satisfied with transportation options in Missouri. Conversely, 24 percent of the sample is somewhat dissatisfied or strongly dissatisfied with the transportation options available. The remaining 7 percent sampled were unsure about transportation options. When compared to the 2005 data provided from the statewide customer survey, 67 percent of the sample was somewhat satisfied or was strongly satisfied with transportation options while 28 percent responded as somewhat dissatisfied or strongly dissatisfied, and 5 percent were unsure with the options available to those who do not or cannot drive. The desired trend has increased by 2 percent from the 2005 survey.

MoDOT continues to work at improving service and awareness of transportation options with the 8.2-mile expansion of MetroLink. A feasibility study of running an Amtrak train from St. Louis to Springfield will be completed in February 2007. The port authority needs assessment was completed in March, and this data will be used to promote the use of waterways and seek an increase in funding for the next legislative session.



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